

U.S. Dept. of Transportation
(DOT) Dockets
Docket No. FAA-99-5483 ~ 34
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

ORIGINAL

EPT. OF TRANSPORTATION
DOCKET SECTION

99 JUL 12 AM 11:25

Dear Sirs/Madam,

I am sending this letter to comment on the NPRM for FAR 105. The opportunity for positive change to be implemented in the **FARs** for skydiving has finally arrived. Considering the difficulty of revising any FAR, a simple misused word or phrase can mean complications for years to come. It is important that the FAA follow the guidance of the industry's **self-governing** body, the **United** States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA, a comprehensive analysis and commentary to the current NPRM. As a skydiving enthusiast, I highly recommend that the language and suggestions **from USPA**, be incorporated into the NPRM as closely as possible, prior to finalizing the new FAR 105.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and meaningful revision to FAR 105. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in some cases, endanger the public. As a side **benefit**, these suggested revisions will address many 'gray' areas that exist in the present and in the proposed FAR.

I strongly urge you to review this NPRM and revise it with **USPA's** suggestions prior to implementation as FAR 105..

Respectfully,

Margaret's Peggy Reed
PEGGY REED
P.O. BOX 26873
Akron OH 44319

U.S. Dept. of Transportation
(DOT) Dockets
Docket No. FAA-99-5483
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION
99 JUL 12 AM 11:24

Dear **Sirs/Madam**,

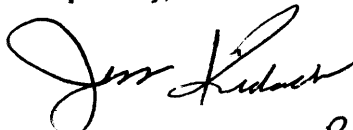
I am sending this letter to comment on the **NPRM** for FAR 105. The opportunity for positive change to be implemented in the **FARs** for skydiving has **finally** arrived. Considering the **difficulty** of revising any FAR, a simple misused word or phrase can mean complications for years to come. **It** is important that the FAA follow the guidance of the industry's **self-governing** body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the **FAA**, a comprehensive analysis and commentary to the current **NPRM**. As a skydiving enthusiast, I highly recommend that the language and suggestions **from USPA**, be incorporated into the **NPRM** as closely as possible, prior to finalizing the new FAR 105.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and **meaningful** revision to FAR 105. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in some cases, endanger the public. As a side benefit, these suggested revisions will address many 'gray' areas that exist in the present and in the proposed FAR.

I strongly urge you to review this NPRM and revise it with **USPA's** suggestions prior to implementation as FAR 105..

Respectfully,


11746 E. Eastern Rd.
Rittman, Oh 44270

U.S. Dept. of Transportation
(DOT) Dockets
Docket No. FAA-99-5483
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION

99 JUL 12 AM 11:24

Dear **Sirs/Madam**,

I am sending this letter to comment on the **NPRM** for FAR 105. The opportunity for positive change to be implemented in the **FARs** for skydiving has finally arrived. Considering the **difficulty** of revising any FAR, a simple misused word or phrase can mean complications for years to come. It is important that the FM follow the guidance of the industry's self-governing body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA, a comprehensive analysis and commentary to the current **NPRM**. As a skydiving enthusiast, **I** highly recommend that the language and suggestions from **USPA**, be incorporated into the NPRM as closely as possible, prior to finalizing the new FAR 105.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and **meaningful** revision to FAR 105. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in some cases, endanger the public. As a side benefit, these suggested revisions will address many **'gray'** areas that exist in the present and in the proposed FAR.

I strongly urge you to review this NPRM and revise it with **USPA's** suggestions prior to implementation as FAR 105..

Respectfully,

Nancy Taylor 6008 Hildenhoro Dr. Dublin OH 43017

U.S. Dept. of Transportation
(DOT) Dockets
Docket No. FAA-99-5483
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION

99 JUL 12 AM 11:24

Dear Sirs/Madam,

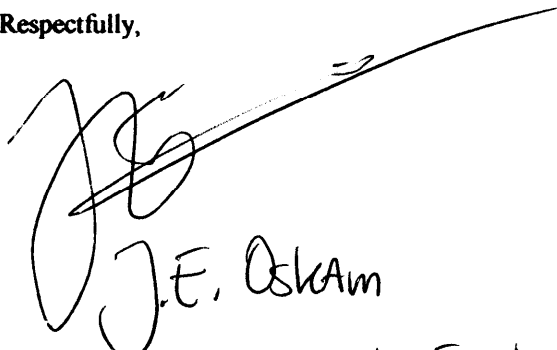
I am sending this letter to comment on the NPRM for FAR 105. The opportunity for positive change to be implemented in the **FARs** for skydiving has **finally** arrived. Considering the **difficulty** of revising any FAR, a simple misused word or phrase can mean complications for years to **come**. It is important that the FAA follow the guidance of the industry's self-governing body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA, a comprehensive analysis and commentary to the current NPRM. As a skydiving enthusiast, I highly recommend that the language and suggestions **from USPA**, be incorporated into the **NPRM** as closely as possible, prior to finalizing the new FAR 105.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and **meaningful** revision to FAR 105. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in some cases, endanger the public. As a side benefit, these suggested revisions will address many **'gray'** areas that exist in the present and in the proposed FAR.

I strongly urge you to review this NPRM and revise it with **USPA's** suggestions prior to implementation as FAR 105..

Respectfully,



J.E. Askam
11746 EAST EASTON Rd
Rittman, OH 44270

U.S. Dept. of Transportation
(DOT) Dockets
Docket No. FAA-W-5483
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION

99 JUL 12 AM 11:24

Dear Sirs/Madam,

I am sending this letter to comment on the NPRM for FAR 105. The opportunity for positive change to be implemented in the FARs for skydiving has **finally** arrived. Considering the **difficulty** of revising any FAR, a simple misused word or phrase can mean complications for years to come. It is important that the FAA follow the guidance of the industry's self-governing body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA, a comprehensive analysis and commentary to the current NPRM. As a skydiving enthusiast, I highly recommend that the language and suggestions **from USPA**, be incorporated into the NPRM as closely as possible, prior to finalizing the new FAR 105.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and meaningful revision to FAR 105. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in some cases, endanger the public. As a side benefit, these suggested revisions will address many 'gray' areas that exist in the present and in the proposed FAR.

I strongly urge you to review this **NPRM** and revise it with **USPA's** suggestions prior to implementation as FAR 105..

Respectfully,

Kathie Ritchey B-21716
5841 Natureview Lane
Dublin, OH 43017

U.S. Dept. of Transportation
(DOT) **Dockets**
Docket No. FAA-99-5483
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION

99 JUL 12 AM 11:24

Dear **Sirs/Madam,**

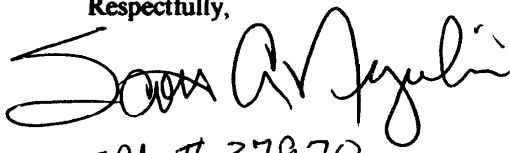
I am sending this letter to comment on the NPRM for FAR 105. The opportunity for positive change to be implemented in the **FARs** for skydiving has finally arrived. Considering the **difficulty** of revising any FAR, a simple misused word or phrase can mean complications for years to **come**. It is important that the FAA follow the guidance of the industry's self-governing body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA, a comprehensive analysis and commentary to the current NPRM. As a skydiving enthusiast, I highly recommend that the language and suggestions **from USPA**, be incorporated into the NPRM as closely as possible, prior to finalizing the new FAR 105.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and **meaningful** revision to FAR 105. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in some cases, endanger the public. As a side benefit, these suggested revisions will address many 'gray' areas that exist in the present and in the proposed FAR.

I strongly urge you to review this NPRM and revise it with **USPA's** suggestions prior to implementation as FAR 105..

Respectfully,


USPA # 37970
D9788

U.S. Dept. of Transportation
(DOT) **Dockets**
Docket No. FAA-w-5483
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION
99 JUL 12 AM 11:24

Dear Sirs/Madam,

I am sending this letter to comment on the NPRM for FAR 105. The opportunity for positive change to **be** implemented in the **FARs** for skydiving has finally arrived. Considering the **difficulty** of revising any FAR, a simple misused word or phrase can mean complications for years to come. It is important that the FAA follow the guidance of the industry's self-governing body, the **United** States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA, a comprehensive analysis and commentary to the current NPRM. As a skydiving enthusiast, I highly recommend that the language and suggestions **from USPA**, be incorporated into the NPRM as closely as possible, prior to finalizing the new FAR 105.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and **meaningful** revision to FAR 105. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in some cases, **endanger** the public. As a side benefit, these suggested revisions will address many **'gray'** areas that exist in the present and in the proposed FAR.

I strongly urge you to review this NPRM and revise it with **USPA's** suggestions prior to implementation as FAR 105..

Respectfully,

David Lunardi
17549 Alexander
Walton Hills, OH 44146

U.S. Dept. of Transportation
(DOT) **Dockets**
Docket No. FAA-99-5483
400 Seventh Street SW.
Room Plaza 40 1
Washington, DC 20590

U.S. DEPT. OF TRANSPORTATION
DOCKET SECTION

99 JUL 12 AM 11:24

Dear Sirs/Madam,


I am sending this letter to comment on the NPRM for FAR 105. The opportunity for positive change to be implemented in the **FARs** for skydiving has finally arrived. Considering the **difficulty** of revising any FAR, a simple misused word or phrase can mean complications for years to come. It is important that the FAA follow the guidance of the industry's self-governing body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA, a comprehensive analysis and commentary to the current **NPRM**. As a skydiving enthusiast, I highly recommend that the language and suggestions **from USPA**, be incorporated into the **NPRM** as closely as possible, prior to finalizing the new FAR 105.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and **meaningful** revision to FAR 105. Adopting the **NPRM** without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in some cases, endanger the public. As a side benefit, these suggested revisions will address many 'gray' areas that exist in the present and in the proposed FAR.

I strongly urge you to review this **NPRM** and revise it with **USPA's** suggestions prior to implementation as FAR 105..

Respectfully,


5371 DOLORES SW
CANTON, OH 44706
(330) 479-2467

U.S. Dept. of Transportation
(DOT) Dockets
Docket No. FAA-99-5483
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION

99 JUL 12 AM 11:24

Dear Sirs/Madam,

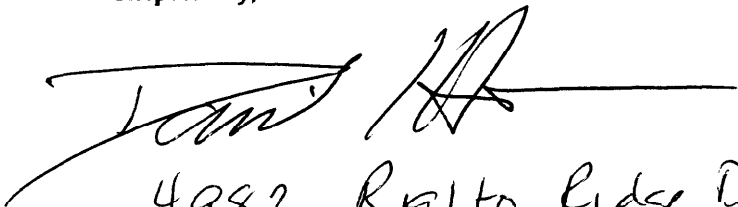
I am sending this letter to comment on the NPRM for FAR **105**. The opportunity for positive change to be implemented in the **FARs** for skydiving has finally arrived. Considering the difficulty of revising any FAR, a simple misused word or phrase can mean complications for years to come. It is important that the FAA follow the guidance of the industry's self-governing body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA, a comprehensive analysis and commentary to the current NPRM. As a skydiving enthusiast, I highly recommend that the language and suggestions **from USPA**, be incorporated into the NPRM as closely as possible, prior to finalizing the new FAR 105.

Only by following the advice of **true** industry experts, can the FAA expect to accomplish a reasonable and **meaningful** revision to FAR **105**. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in some cases, endanger the public. As a side benefit, these suggested revisions will address many 'gray' areas that exist in the present and in the proposed FAR.

I strongly urge you to review this NPRM and revise it with **USPA's** suggestions prior to implementation as FAR 105..

Respectfully,



4982 Raito Ridge Dr
West Chester, Ohio

U.S. Dept. of Transportation
(DOT) Dockets
Docket No. FAA-99-5483
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION
99 JUL 12 AM 11:25

Dear Sirs/Madam,

I am sending this letter to comment on the NPRM for FAR 105. The opportunity for positive change to be implemented in the **FARs** for skydiving has finally arrived. Considering the **difficulty** of revising any FAR, a simple misused word or phrase can mean complications for years to come. It is important that the FAA follow the guidance of the industry's **self-governing** body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA, a comprehensive analysis and commentary to the current **NPRM**. As a skydiving enthusiast, I highly recommend that the language and suggestions from **USPA**, be incorporated into the NPRM as closely as possible, prior to **finalizing** the new FAR 105.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and meaningful revision to FAR 105. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in some cases, endanger the public. As a side benefit, these suggested revisions will address many 'gray' areas that exist in the present and in the proposed FAR.

I strongly urge you to review this NPRM and revise it with **USPA's** suggestions prior to implementation as FAR 105..

Respectfully,

Matthew Burdick
549 ILLINOIS CT
Westerville, Oh
43081

U.S. Dept. of Transportation
(DOT) Dockets
Docket No. FAA-99-5483
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION

99 JUL 12 AM 11:25

Dear **Sirs/Madam**,

I am sending this letter to comment on the NPRM for FAR 105. The opportunity for positive change to be implemented in the **FARs** for skydiving has finally arrived. Considering the **difficulty** of revising any **FAR**, a simple misused word or phrase can mean complications for years to come. It is important that the FAA follow the guidance of the industry's self-governing body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA, a comprehensive analysis and commentary to the current NPRM. As a skydiving enthusiast, I highly recommend that the language and suggestions from **USPA**, be incorporated into the **NPRM** as closely as possible, prior to finalizing the new FAR 105.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and **meaningful** revision to FAR 105. Adopting the **NPRM** without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in some cases, endanger the public. As a side benefit, these suggested revisions will address many **'gray'** areas that exist in the present and in the proposed FAR.

I strongly urge you to review this NPRM and revise it with **USPA's** suggestions prior to implementation as FAR 105..

Respectfully,

Mike Lumley D-11206
542 Springhill Dr
Lexington, KY
40503

U.S. Dept. of Transportation
(DOT) Dockets
Docket No. FAA-99-5483
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION

99 JUL 12 AM 11:25

Dear Sirs/Madam,


I am sending this letter to comment on the NPRM for FAR 105. The opportunity for positive change to be implemented in the **FARs** for skydiving has finally arrived. Considering the difficulty of revising any FAR, a simple misused word or phrase can mean complications for years to come. It is important that the FAA follow the guidance of the industry's self-governing body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA, a comprehensive analysis and commentary to the current **NPRM**. As a skydiving enthusiast, I highly recommend that the language and suggestions **from USPA**, be incorporated into **the NPRM** as closely as possible, prior to finalizing the new **FAR 105**.

Only by **following** the advice of true industry experts, can the FAA expect to accomplish a reasonable and meaningful revision to **FAR 105**. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in some cases, endanger the public. As a side benefit, these suggested revisions will address many 'gray' areas that exist in the present and in the proposed FAR.

I strongly urge you to review this NPRM and revise it with **USPA's** suggestions prior to implementation as FAR 105..

Respectfully,

 D9210 Timothy D Butler
11746 E. Eason Rd
Pittman, OH 44170

U.S. Dept. of Transportation
(DOT) Dockets
Docket No. FAA-99-5483
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

EPT. OF TRANSPORTATION
DOCKET SECTION
99 JUL 12 AM 11:25

Dear sirs/Madam,

I am sending this letter to comment on the NPRM for FAR 105. The opportunity for positive change to be implemented in the **FARs** for skydiving has **finally** arrived. Considering the **difficulty** of revising any FAR, a simple misused word or phrase can mean complications for years to come. It is important that the FAA follow the guidance **of the** industry's self-governing body, the **United** States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA a comprehensive analysis and commentary to the current NPRM. As a skydiving enthusiast, I highly recommend that the language and suggestions from **USPA**, be incorporated into the NPRM as closely as possible, prior to finalizing the new FAR 105.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and meaningful revision to FAR 105. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in some cases, endanger the public. As a side benefit, these suggested revisions will address many 'gray' areas that exist in the present and in the proposed FAR.

I strongly urge you to review this NPRM and revise it with **USPA's** suggestions prior to implementation as FAR 105..

Respectfully,

Sherry Butcher D16988 Sherry Butcher
17416 E Eastern Rd
Rittman, Ohio 44270

U.S. Dept. of Transportation

m - n - -

Docket No. FAA-99-5483

400 Seventh Street SW.

Room Plaza 401

Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION

99 JUL 12 AM 11:25

Dear Sirs/Madam,

I am sending this letter to comment on the NPRM for FAR 105. The opportunity for positive change to be implemented in the **FARs** for skydiving has **finally** arrived. Considering the **difficulty** of revising any FAR, a simple misused word or phrase can mean complications for years to **come**. It is important that the FAA follow the guidance of the industry's self-governing body, the United States Parachute **Association**, when considering this revision.

USPA has recently submitted to the FAA, a comprehensive analysis and commentary to the current NPRM. As a skydiving enthusiast, I highly recommend that the language and suggestions **from USPA**, be incorporated into the NPRM as closely as possible, prior to finalizing the new FAR 105.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and **meaningful** revision to FAR 105. Adopting the NPRM without the benefit of **USPA's suggested** revisions, will be a detriment to safety and could in some cases, endanger the public. As a side benefit, these suggested revisions will address many 'gray' areas that exist in the present and in the proposed FAR.

I strongly urge you to review this NPRM and revise it with **USPA's** suggestions prior to implementation as FAR 105..

Respectfully,



D/14587

P.O. Box 1951

Palatka FL 32178

U.S. Dept. of Transportation
(DOT) Dockets
Docket No. FAA-99-5483
400 Seventh Street SW.
Room Plaza 401
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION

99 JUL 12 AM 11:25

Dear Sirs/Madam,

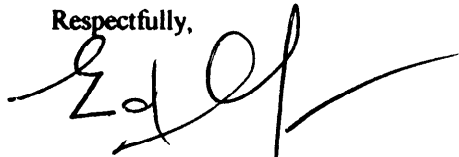
I am sending this letter to comment on the NPRM for FAR 105. The opportunity for positive change to be implemented in the FARs for skydiving has finally arrived. Considering the **difficulty** of revising any FAR, a simple misused word or phrase can mean complications for years to come. It is important that the FAA follow the guidance of the industry's **self-governing** body, the United States Parachute Association, when considering this revision.

USPA has recently submitted to the FAA. a comprehensive analysis and commentary to the current NPRM. As a skydiving enthusiast, I highly recommend that the language and suggestions **from USPA**, be incorporated into the NPRM as closely as possible, prior to finalizing the new FAR 105.

Only by following the advice of true industry experts, can the FAA expect to accomplish a reasonable and meaningful revision to FAR 105. Adopting the NPRM without the benefit of **USPA's** suggested revisions, will be a detriment to safety and could in some cases, endanger the public. As a side benefit, these suggested revisions will address many 'gray' areas that exist in the present and in the proposed FAR.

I strongly urge you to review this NPRM and revise it with **USPA's suggestions** prior to implementation as FAR 105..

Respectfully,



EDWARD GANLEY
OWNER, PITTSBURGH SKYDIVING CENTER, INC